Amendments to the Specification:

The paragraph starting at page 6, line 6, is amended and now reads as follows:

-- In the downward movement of the piston shown in FIG. 2, the air/fuel mixture, which is inducted into the crankcase 4, is compressed and flows via the transfer windows 22 and 23 through the transfer channels 12 and 15 and the entry windows 13 and 16 into the combustion chamber 3. In the following upward movement of the piston, the entry windows (13, 16) as well as the outlet 10 are closed while, simultaneously, the inlet 11 is opened by the skirt 30 of the piston. Because of the underpressure, which develops in the crankcase 4 with the upward movement of the piston 5, an air/fuel mixture, which is prepared in the carburetor 8, is inducted via the ~~transfer~~ inlet channel 9. --

The paragraph starting at page 7, line 29, is amended and now reads as follows:

-- The transfer channel 15 is so configured that the inducted fluid air volume or pure air volume is stored essentially completely in the transfer channel 15. For this reason, the total volume of the transfer channel 15, which lies between the entry window 16 into the combustion chamber 3 and the transfer window 23 to the crankcase 4, is designed to be equal, preferably ~~greater~~ greater, than the fluid volume or pure air volume

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inducted by the engine 1 under full load. The configuration in the embodiment of FIG. 2 is so made that the inducted fluid volume is stored in the total volume made up of the two transfer channels 12 and 15. It can be practical to utilize only the outlet-near transfer channel 15 as a storage volume for the inducted fluid volume. --

The paragraph starting at page 10, line 28, is amended and now reads as follows:

-- The plot of lambda as a function of rpm remains approximately constant at 0.3 as shown by the ~~broken line~~ solid curve in FIG. 4. --

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